

## SWINGS TO CHICAGO

INTERSTATE COMMERCE COMMISSION ROUNDS THE CORNER.

**Next Week This Venerable Body Will Ask Some More Questions About The Way the Western Roads Do Business—List of the More Important Cases — F.R.R. Rental Case Decided in the United States Court of Appeals at St. Louis—One Effect of the Supreme Court's Recent Railway Decision.**

Washington, May 25.—An investigation of many charges against various western railroads will begin at Chicago a week from tomorrow by the Interstate Commerce commission. One of them is the most unique case that has confronted the commission for some years. This is an admission of the Chicago, Milwaukee and St. Paul railway that it is in

obeying a recent order of the commission to re-establish former rates made in compliance with a former order which was issued after hearing a complaint of discrimination made by the Eau Claire, Wisconsin, board of trade. The road complained that it could not comply on account of the tariffs of the competing lines between various lumber points in Wisconsin.

Among other cases to be investigated are the following: James McMillan of Minneapolis, against many roads for alleged discrimination against him in the carrying of lumber and grain; road

Young, *Maritime Commission v. American Warehousemen's Association*, vs. the Illinois Central, on charges of allowing certain shippers free storage facilities; *Sidney Rice v. the Chicago and Northwestern railroad*, for alleged refusal to allow him to carry on the road's trains; *Fred H. Clarke vs. the Northern Pacific*, on the ground of existing excessive rates on wine from San Francisco to Missouri river points; the *Cattle Raisers' association of Texas vs. The Fort Worth and Denver River Railroad*.

North and Denver, regarding terminal or switching charges at Chicago; the Grain Shippers' association, of North-eastern Iowa vs. the Central railroad, for alleged unreasonable rates on wheat and other cereals between Chicago and Missouri river points; A. J. Gastin vs. the Burlington and Missouri River, the Atchafalpa, Topeka and Santa Fe, and the Illinois Central railroads for alleged overcharges on various articles of freight between many points; and charges of ma-

by grain shippers in the northwest against the Chicago and Western Indiana, that that road is imposing unreasonable charges between Chicago and New York and other Atlantic points.

**FRISCO RENTAL CASE.**

St. Louis, May 25.—In the case of the Frisco branch lines, instituted by the Mercantile Trust company against the Farmers' Loan and Trust company et al, the United States court of appeals has handed down a decision of the United

States circuit court, which found that the receivers were liable for the rental; also, that they were under obligations to carry out the contracts made by the St. Louis and San Francisco Railroad company. The chief point in dispute was the payment of the annual rental of four branches of the St. Louis and San Francisco railroad, in which the contestants were interested through stocks and bonds in their possession. The amount in question was \$192,000, due since April

**4. 1894.**  
**RATE CASES WIPED OUT.**  
Milwaukee, Wis., May 25.—The decision of the United States supreme court of the case brought by the Chicago and Cincinnati Freight bureau against the southern railroads, to compel those roads to equalize rates, wipes out completely the case brought by the Milwaukee Chamber of Commerce against the railroads in the northwest, to compel those roads to adjust and equalize grain rates.

from certain western territory, so that Milwaukee would not be discriminated against by the rates given by the same roads to Minneapolis and Dubuque. This case has been pending before the Interstate Commerce commission for the past two years. If anything further is done by the grain shipping interests of Milwaukee to secure any equalization of rates, the matter will have to be taken up with the railroads, instead of with the commission or the courts.

**TO ALLOW POOLING.** Washington, May 26.—Senator Cullom today introduced by request a bill to amend the interstate commerce law. The bill provides regulations for pooling, requiring that pooling contracts shall not extend beyond five years and that they shall name the maximum and minimum rates to be charged, requiring the approval of the Interstate Commerce commission before the agreements can become effective. The bill provides for

**FORECLOSURE ORDERED.**  
St. Louis, May 25.—Judge Filbert has made an order that the Fourth street and Arsenal Railway company be sold June 29, under a second mortgage. The foreclosure was ordered because of default of payment of interest falling due September 1, 1896, and March 1, 1897, and also default of payment of taxes.

**TO BUILD LOCKS AND DAMS.**  
Washington, May 26.—The secretary of war has awarded the large contract for building six locks and dams in the Monongahela river to James McCarron of Philadelphia, at an aggregate cost of \$622,181.

**Bucharest, May 26.**—Prince Ferdinand Victor, crown prince of Roumania, is dangerously ill with pneumonia.

The Third regiment of infantry in the

regular army of the United States is our oldest military organization. It began its history as the First regiment, established in June, 1754. It was with "Mad Anthony" Wayne in his Indian campaigns. It was also prominent in the war of 1812, and spent a decade of its existence in the great lake region. Then it went to Florida during the Seminole war, and had its place at Palo Alto, Buena de la Palma, Monterrey, Churubusco and Vera-Cruz in the Mexican war. The

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